

US 301 Project Development



State Contract 25-113-01



Delaware
Department of
Transportation



Federal Highway
Administration



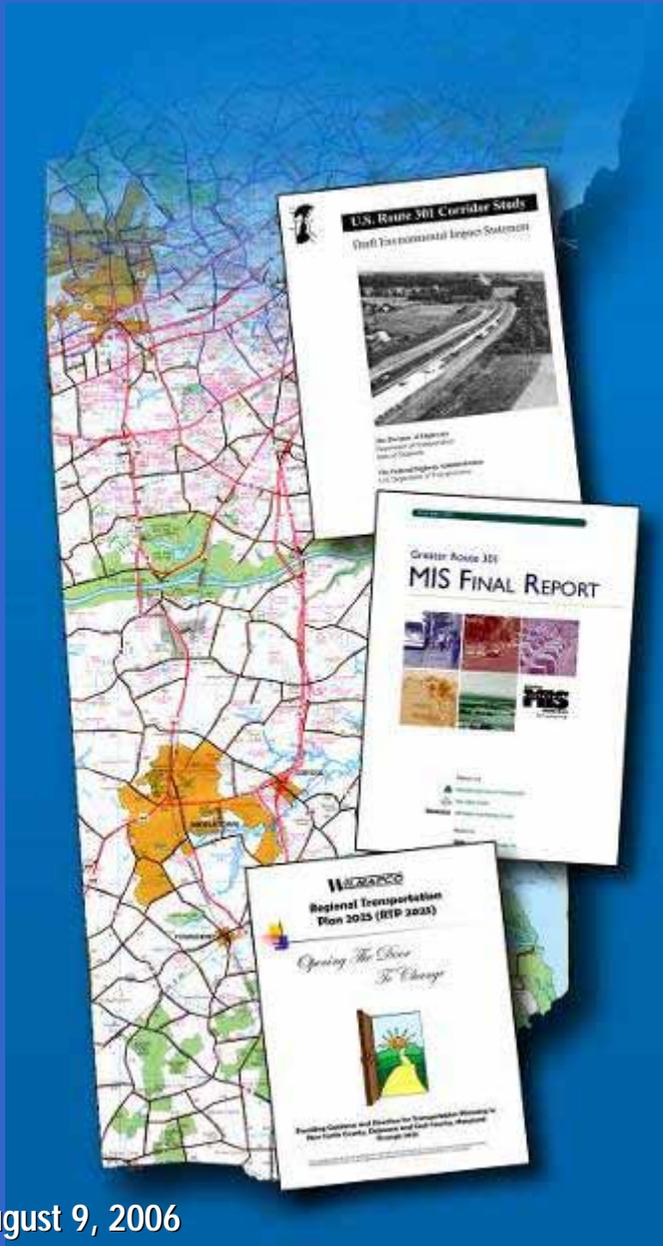
Maryland
State Highway
Administration

US 301 Toll Diversion Working Group Meeting No. 3

August 9, 2006

August 9, 2006

www.US301.org





US 301 Toll Diversion Working Group

Working Group appointed jointly by Maryland State Highway Administration (MSHA) and DeIDOT on June 15, 2006

• Working Group Members

**Delaware Department
of Transportation**

Mark Tudor
US 301 Project Director

**Maryland
Transportation Authority**

Dennis Simpson
Deputy Director, Capital Planning

Town of Cecilton

John Bunnell
Mayor

Michael Cooper
*President, Cecilton
Vol. Fire Co.*

**Warwick Area
Bonny Anderson**

**Maryland State
Highway Administration**

Doug Simmons
Deputy Administrator

Maryland State Police

Captain Bill Dofflemyer,
*Commander, Commercial
Vehicle Enforcement Division*

Cecil County

William Manlove
County Commissioner

Barry Janney
Sheriff, Cecil County

**Maryland State
Highway Administration**

Richard Lindsay
District Engineer

Town of Chesapeake City

Bill Kiessling
Mayor

Kent County

Roy Crow
County Commissioner

John Price
Sheriff, Kent County

Town of Galena

Harry Pisapia
Mayor

Chris Powell
*Chief, Galena
Vol. Fire Co.*



Agenda

5:30	Welcome	Bob Kramer
5:35	Opening Remarks	Mark Tudor Doug Simmons
5:45	Project Notebooks	Mark Tudor
5:50	Meeting No. 2 - Recap	Mark Tudor
6:00	Technical Team Evaluation of Breakout Session Recommendations (Potential Working Group Recommendations)	Bob Kramer Jim Burnett
7:00	Break	
7:15	Discussion of Additional Recommendations	Bob Kramer Jim Burnett
8:00	Next Steps / Closing Remarks	Mark Tudor Doug Simmons
8:30	Adjourn	Bob Kramer



Working Group Calendar

- July 11, 2006
 - Working Group – Purpose and Guidelines
 - Getting Organized
 - Project Background Briefing
 - Traffic Analysis / Results
 - Working Group Issues
- July 25, 2006
 - Discussion of Issues, Ideas and Potential Solutions / Mitigation Measures
- • August 9, 2006
 - Discuss and Finalize Working Group Recommendations
- August 29, 2006
 - If required



Notebook Contents

- TAB 1 – Meeting No. 2 Notes
- TAB 2 – PowerPoint Presentation



Recap of Meeting No. 2

1. Recap of Meeting No. 1
 - New US 301 Improvements
 - Project Implementation Schedule
 - Funding Status
 - DeDOT Goals
 - Truck Characteristics (US 301 vs. MD 213)
 - Factors That Will Discourage Traffic From Using MD 213
 - Factors That Will Encourage Traffic To Use New US 301
 - Project Diversions (comparing New US 301 to No Build Year 2030)

MD 213 North of Cecilton / South of MD 310	-3,000 autos +0 to +200 trucks
MD 330 Massey to MD / DE Line	-500 to -600 autos +300 to +400 trucks
MD 282/Sassafrass Road through Warwick	+3,500 to +4,500 autos

- **Increase In Traffic – primarily due to local growth**
 - No Build in Year 2030 – Increased traffic on MD 213
 - Build (New US 301) in Year 2030 – Increased auto traffic on MD 282
- **Weigh Stations - Operational**
 - MD – Fall 2006
 - DE – Fall 2007 / Spring 2008



Recap of Meeting No. 2 (continued)

2. Review of Questions and Responses from Meeting No. 1
 - Responses - Questions answered during meeting No. 1:
See Meeting No. 2, Tab 1
 - Responses - Additional questions raised during meeting No. 1:
See Meeting No. 2, Tab 2
3. Issues Raised by WG at Meeting No. 1 and Potential Solutions
 - MD & DE Weigh Stations and New US 301 Toll Facility
 - Traffic Count Program – Locations / Timing
 - Virtual Weigh Stations – Locations / Timing
 - Enforcement – Weigh Stations / Virtual Weigh Stations
 - Truck Restrictions – Warwick, Others
4. Breakout Groups – Brainstorming Session
 - Recommendations



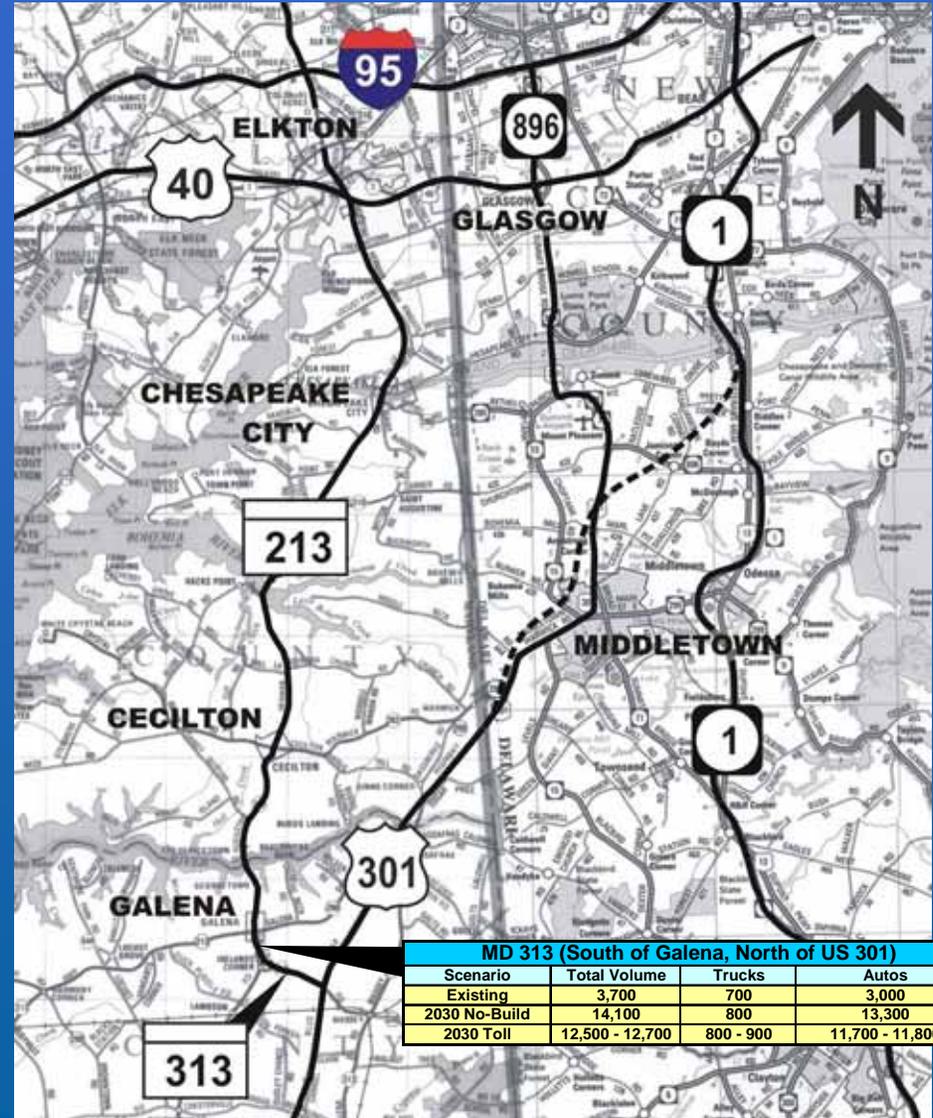
Question & Response – Meeting No. 2

Comparing New US 301 to No-Build in 2030

QUESTION (Mayor Pisapia):

What are the volumes on MD 313 South of Galena & North of US 301?

- A new US 301 would reduce auto volumes by about 1,400-1,500 vpd
- A new US 301 would increase trucks by about 0 to 100 per day



Technical Team Evaluation of Breakout Session Recommendations (Potential Working Group Recommendations)

Breakout Session – General Theme

- The more immediate concern of the local communities is the issue of truck diversions that may result from the proposed weigh and inspection stations on US 301
-

- The Technical Support Team understands the Working Group's more immediate concerns
- The Technical Support Team believes that the mitigation measures implemented to reduce weigh station diversions should also help to reduce truck toll diversions when the US 301 improvements are eventually completed

Breakout Session - Recommendation #1

Traffic Monitoring Program

- A traffic count program is recommended to collect data (vehicle types, volumes and speeds) before and after the opening of each of the US 301 Weigh and Inspection stations and the proposed US 301 toll plaza.
- The intent of the counts is to determine the actual effects of these facilities rather than relying on computer generated traffic projections. These data may lead to adjustments to establish a more effective diversion control program.
- The timing of the counts should be as follows:

	<u>SHA Southbound Weigh Station</u>	<u>DeIDOT Northbound Weigh Station</u>	<u>DeIDOT Mainline US 301 Toll Plaza</u>
3-6 months prior to opening:	Fall 2006	Fall 2007 / Spring 2008	TBD (2015+)
1 month after opening:	1 month after opening	1 month after opening	TBD (2015+)
3-6 months after opening:	Spring 2007	Summer / Fall 2008	TBD (2015+)

-
- **The Technical Support Team concurs with this recommendation**

Breakout Session - Recommendation #1

Traffic Monitoring Program – (Continued)

- The location of the counts should be as follows:

1. US 301 at State Line
2. Sassafras Caldwell Road
3. SR 6 Between SR 15 and SR 42
4. SR 300 west of SR 313
5. MD 310
6. MD 282
7. MD 285
8. MD 213 north of Galena
9. MD 213 north of Cecilton
10. MD 213 north of MD 285
11. MD 213 west of Galena
12. Old Telegraph Road at Great Bohemia Creek
13. MD 313, north of US 301

- The results of the traffic counts and analysis should be provided to the Working Group in a timely manner

- **The Technical Support Team concurs with this Recommendation**



Breakout Session - Recommendation #2

Additional Truck Restrictions

- The evaluation and implementation of additional truck restrictions on local roads, both in Maryland and Delaware, which may qualify for axle-based restrictions is recommended. Coordination will be required for County roads. These routes include:

- | | |
|--------------------|-------------------------|
| 1 Bunker Hill Road | 6 Green Giant Road |
| 2 Middle Neck Road | 7 Caldwell Corner Road |
| 3 Warwick Road | 8 Ebenezer Church Road |
| 4 Strawberry Lane | 9 Lloyd Guessford Road |
| 5 Levels Road | 10 Chesapeake City Road |

- The results of the evaluation should be provided to the members of the Working Group in a timely fashion.
- Implementation of the ultimate recommendations should occur in conjunction with DeIDOT opening the northbound weigh and inspection station, sooner if possible.

- The Technical Support Team concurs with this recommendation



Discussion between SHA,
DeIDOT and Cecil/Kent
Counties - Required Fall 2006

Breakout Session - Recommendation #2

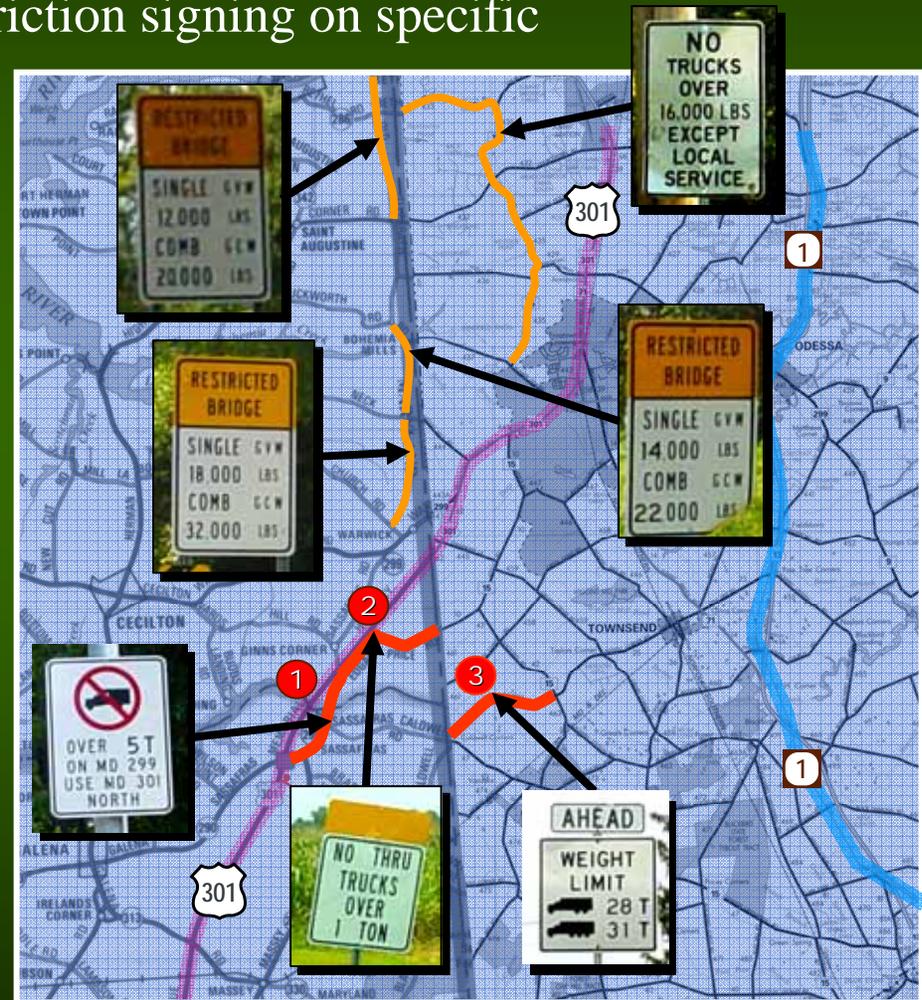
Additional Truck Restriction Signing (continued)

- Additionally, the existing truck restriction signing on specific routes should be enhanced:

- 1 Sassafras Road (Kent County)
- 2 Caldwell Corner Road (DeIDOT)
- 3 Edgar Price Road (Cecil County)

- The Technical Support Team concurs with this recommendation

Discussion between SHA, DeIDOT, Cecil County, Kent County, MSP and DSP Required - Fall 2006



Breakout Session - Recommendation #3

Excessive Speeds in Warwick, MD

- Consideration of various measures to address traffic speeds in the town of Warwick.
-

- SHA working with Bonny Anderson to select appropriate speed control measures for MD 282 (Main Street):
 - Oversized Speed Limit Signs
 - Speed Display Equipment (displays speeds to drivers and records vehicle speeds and volumes)
 - Traffic Calming Measures
 - Increased Speed Enforcement



Breakout Session - Recommendation #4

Relocate Proposed US 301 Weigh Station

- Relocate the proposed southbound US 301 Weigh and Inspection Station in Maryland, from the intersection of MD 299 and US 301 to the intersection of MD 291 and US 301.

- SHA and MDOT do not concur with this recommendation.
- The Weigh Station is under construction on southbound US 301 at MD 299 / Sassafas Road and scheduled to be operational this fall (2006)
- The current site was selected:
 - To identify overweight trucks as soon as possible after they enter MD
 - To minimize the number of potential diversion routes around the weigh station



Breakout Session - Recommendation #5

Virtual Weigh Stations

- The construction, operation, and enforcement of a reasonable number of Virtual Weigh Stations (VWS) (1-3 sites corresponding with the mainline weigh stations; northbound & southbound) on those routes identified through the Traffic Monitoring Program as having significant truck diversions due to the opening of the US 301 Weigh and Inspection Stations, either in Maryland or Delaware.
 - At a minimum, VWSs should be installed on MD 213 south of Cecilton in both directions
 - The results of the traffic counts and analysis, along with the recommendations regarding the number, location and timing of VWS's should be provided to members of the Working Group in a timely fashion
-
- The Technical Support Team concurs with this recommendation, and believes that the VWS's should be considered for installation in locations consistent with the findings of the traffic monitoring program

Breakout Session - Recommendation #6

Enhanced Truck Enforcement Efforts

1. Delaware should provide additional staffing and extended hours of operation at the northbound US 301 Weigh and Inspection Station to better match the proposed staffing level and shifting hours of operation at Maryland's southbound Weigh and Inspection Station.
-

- DeIDOT intends to operate the weigh and inspection station 8 hours per day, 5 days per week

2. Both Maryland and Delaware need to provide sufficient dedicated enforcement (officers) to adequately monitor and enforce the Virtual Weigh Stations (VWS) and the truck restrictions on local roads, thereby discouraging diversion.
-

- The Technical Support Team supports this recommendation
- Maryland State Police are already planning to provide 6 additional enforcement personnel dedicated to truck enforcement in the upper eastern shore region
- The Delaware State Police are planning to provide 3 dedicated enforcement personnel whose sole responsibility is truck enforcement at the northbound weigh station
- The Technical Support Committee concurs that DeIDOT should be encouraged to seek additional funding for truck diversion enforcement

Breakout Session - Recommendation #7

Sassafras Road @ US 301

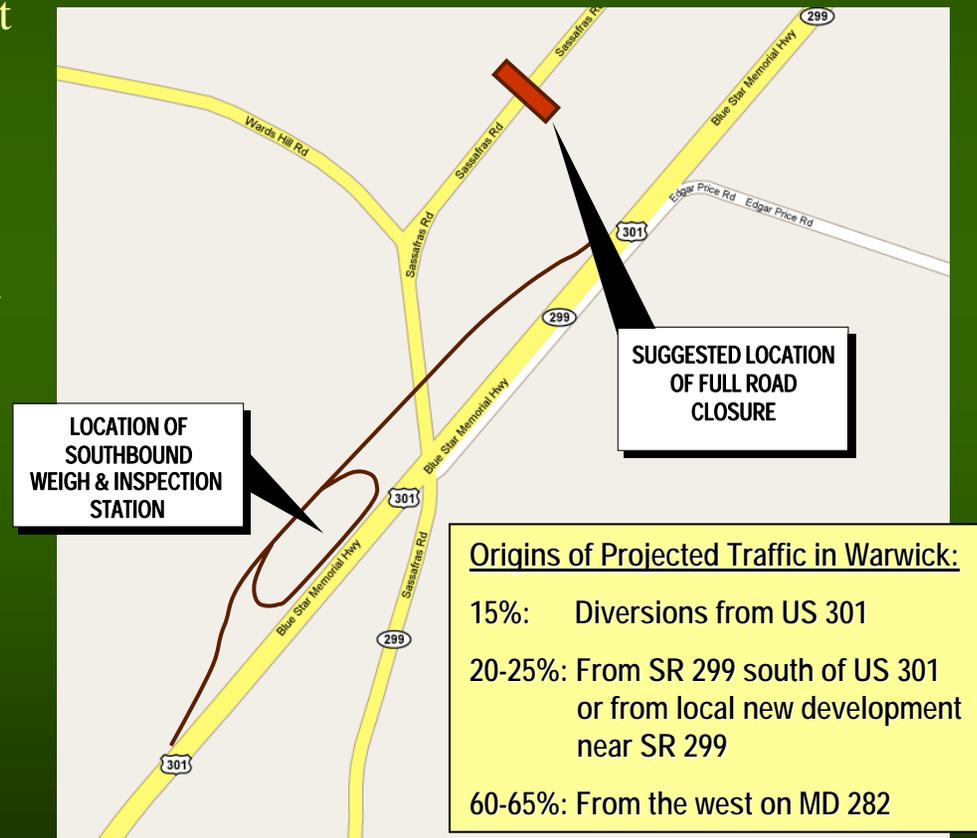
- The following modifications should be carefully considered for the intersection of Sassafras Road @ US 301:

1. The full closure of Sassafras Road, just west of US 301 or just north of Wards Hill Road

- * Emergency access would still be provided

- * Further coordination with Cecil County and local land owners required

- The Technical Support Team concurs that this recommendation has the potential to reduce diversions through Warwick by creating a more circuitous diversion route
- Further discussion required with Working Group, Cecil County, SHA and DeIDOT



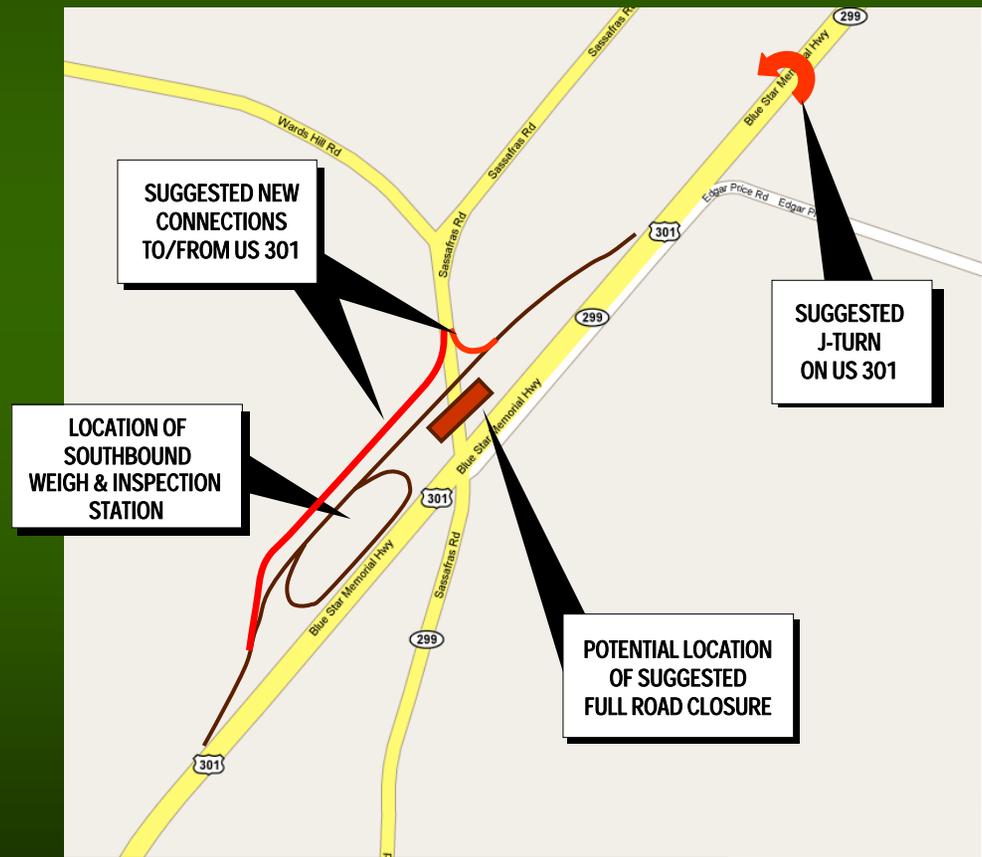
Discussion between SHA, Cecil County and DeIDOT - Required: Fall 2006

Breakout Session - Recommendation #7

Sassafras Road @ US 301 (continued)

2. The full closure of Sassafras Road just west of US 301

- * Including the rerouting of southbound Sassafras Road to the west of the southbound US 301 Weigh and Inspection Station
 - * And the implementation of a J-turn from NB US 301 to Sassafras Road, instead providing access from the southbound Weigh Station ramp.
-
- Further discussion required with Working Group, Cecil County, SHA and DeIDOT



Discussion between SHA, Cecil County and DeIDOT - Required: Fall 2006

Breakout Session - Recommendation #8

Auto Diversions in Warwick, MD

- Consideration of the following to address potential increases in traffic in the town of Warwick:
 1. The implementation of a toll booth on MD 282 in Warwick

-
- The Technical Support Team does not concur with this recommendation
 - Even with the increase in traffic, MD 282 would continue to operate acceptably.
 - Traffic calming measures appear to be a more appropriate solution for MD 282



Breakout Session - Recommendation #8

Auto Diversions in Warwick, MD

- Consideration of the following to address potential increases in traffic in the town of Warwick:
 2. The construction of a bypass around the town of Warwick from US 301 to Warwick Road in Delaware

-
- The Technical Support Team does not concur with this recommendation
 - Even with the increase in traffic, MD 282 would continue to operate acceptably.
 - Traffic calming measures appear to be a more appropriate solution for MD 282



Additional Working Group Recommendations

Discussion

Breakout Session - Recommendation #7

Sassafras Road @ US 301 - Discussion

1. The full closure of Sassafras Road, just west of US 301 or just north of Wards Hill Road

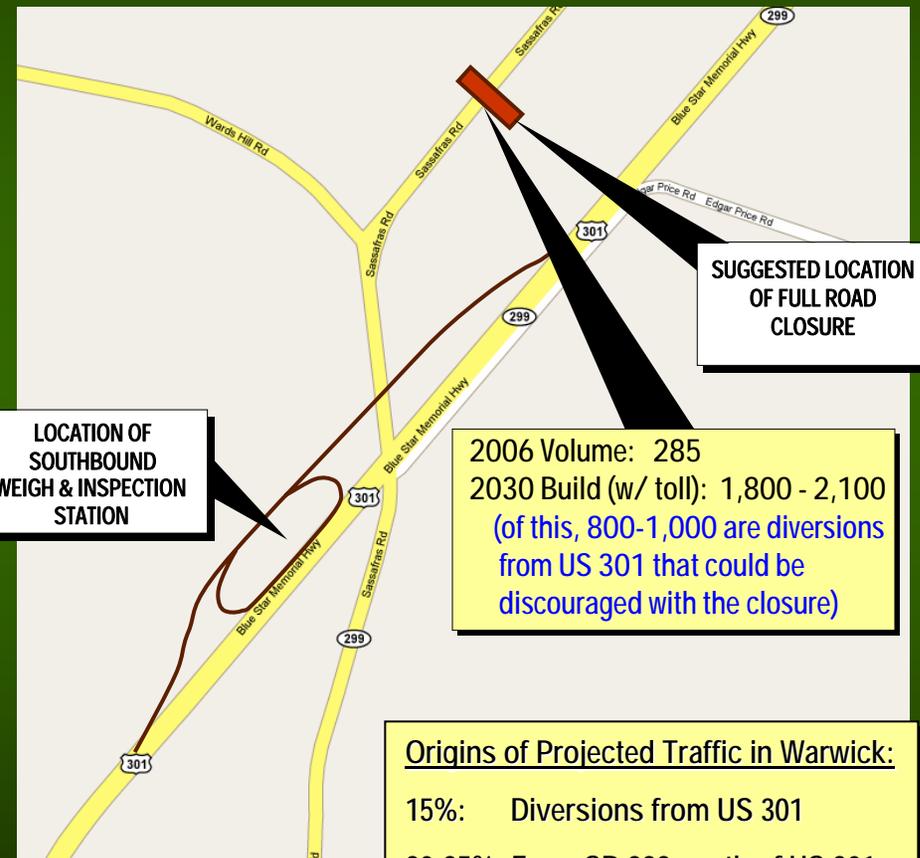
- * Emergency access would still be provided
- * Further coordination with Cecil County and local land owners required

ADVANTAGES:

- More circuitous diversion route for autos & trucks (+ 4.4 miles → +5 minutes)
- Maintains access to MD 299 at US 301
- Maintains emergency access on Sassafras Rd.
- Reduces potential need for truck enforcement (of proposed restriction) through Warwick

DISADVANTAGES:

- More circuitous route for local residents (2006 volume on Sassafras Rd → 285 veh/day)
- Vehicles still cross weigh station ramp (300 feet of storage back to US 301)



Breakout Session - Recommendation #7

Sassafras Road @ US 301 - Discussion

2. The full closure of Sassafras Road just west of US 301

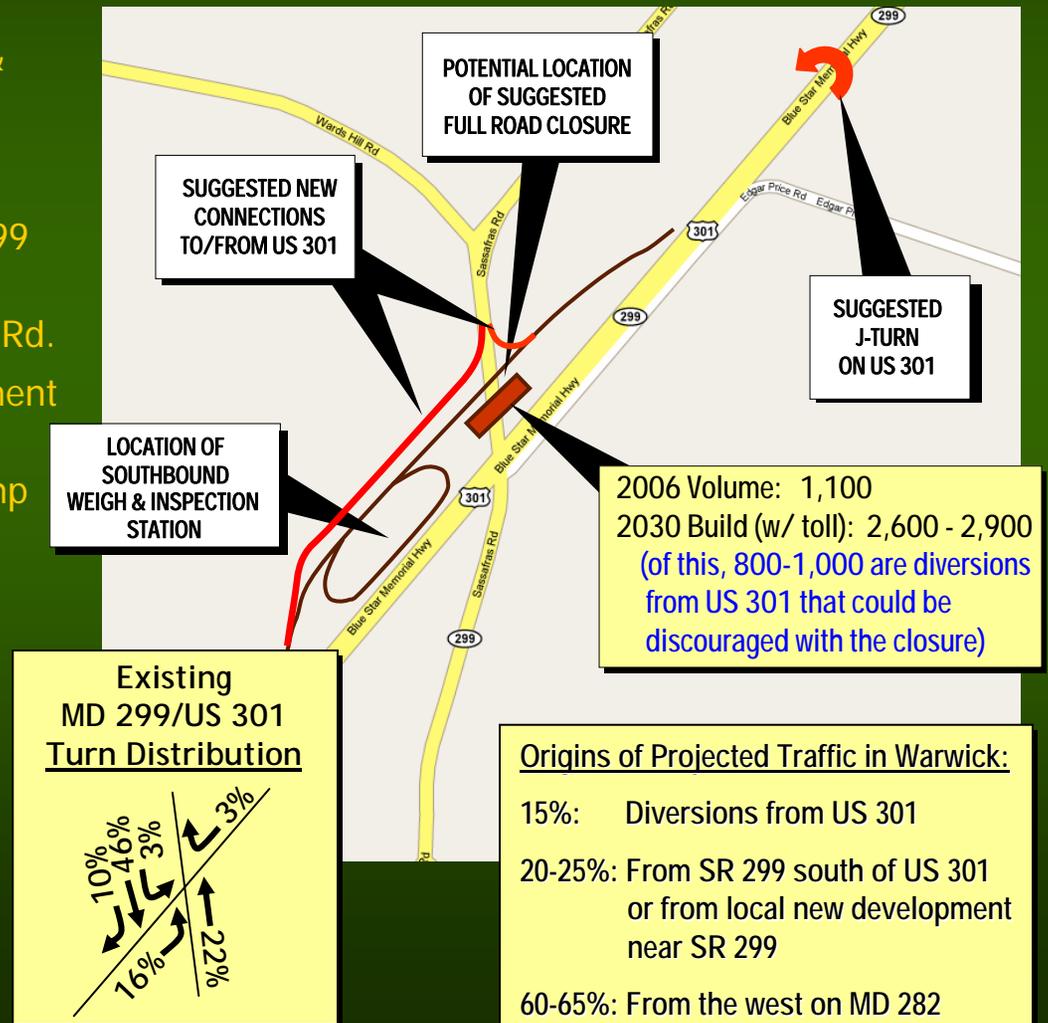
ADVANTAGES:

- More circuitous diversion route for autos & trucks requiring U-turn on US 301 (+ 2 miles? → + 2-3 minutes)
- Maintains access to MD 299 at US 301, although N/S crossing of US 301 on MD 299 becomes more difficult (southbound??)
- Maintains emergency access on Sassafras Rd.
- Reduces potential need for truck enforcement (of proposed restriction) through Warwick
- Vehicles no longer cross weigh station ramp

DISADVANTAGES:

- More circuitous route for local residents (2006 volume on Sassafras Rd → 1,100 veh/day)
- Increased emergency response time
- Combine autos & trucks on weigh station ramp – safety + operational concerns
- Trucks making U-turns on US 301
- Additional costs + site impacts

www.US301.org





Next Steps

- Working Group Recommendations will be presented to Maryland State Highway Administrator Neil Pedersen and DeIDOT Secretary Carolann Wicks for review, comments and approval
- Results of their review to be provided to Working Group
- Agreed upon recommendations pertaining to new US 301 to be included in Environmental Impact Statement for US 301.



THANK YOU!!!!